STOCK CAR

The journal of **FORMULA II** stock car racing



INTERNATIONAL

AUGUST

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monthly

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EUROPE'S LARGEST STOCK CAR RACING PROMOTERS *proudly present*

FORMULA II STOCK CAR RACING

featuring

LES (Mr. Stock Car) EATON
JUMBO ALLEN
CONTINENTAL DRIVERS and
WORLD 'STAR' ACTS

for AUGUST and SEPTEMBER

AUGUST FIXTURES

Sun. 1 — Eastbourne 3.30 p.m.
Thurs. 5 — Aldershot 8 p.m.
Fri. 6 — Yarmouth 8 p.m.

Sat. 7 — Wimbledon 8 p.m.
(Aubrey Dance Fan Club Trophy)

Sun. 8 — Ipswich 3.30 p.m.
Thurs. 12 — Aldershot 8 p.m.
Fri. 13 — Yarmouth 8 p.m.
Fri. 13 — New Cross 8 p.m.
Sun. 15 — Eastbourne 3.30 p.m.
Tues. 17 — Reading 8 p.m.
Thurs. 19 — Aldershot 8 p.m.
Fri. 20 — Yarmouth 8 p.m.
Sun. 22 — Ipswich 3.30 p.m.
Thurs. 26 — Aldershot 8 p.m.
Fri. 27 — Yarmouth 8 p.m.

AUGUST BANK HOLIDAY
Sat. 28 — Open date (See Advertising)
Sun. 29 — Eastbourne 3 p.m.
Mon. 30 — Ipswich 3 p.m.
Mon. 30 — Wimbledon 8 p.m.
England v Scotland
ALL HOLIDAY ATTRACTIONS

SEPTEMBER FIXTURES

Thurs. 2 — Aldershot 8 p.m.
Fri. 3 — New Cross 8 p.m.
Fri. 3 — Yarmouth 8 p.m.
Sun. 5 — Eastbourne 3.30 p.m.
Miss Evans Trophy
Thurs. 9 — Aldershot 8 p.m.
Fri. 10 — Yarmouth 8 p.m.
Sun. 12 — Ipswich 3.30 p.m.
Thurs. 16 — No meeting at Aldershot
Fri. 17 — No meeting at Yarmouth

Sat. 18 — Wimbledon Stadium 7.30 p.m.
'Championship of the World'

Sun. 19 — Eastbourne 3.30 p.m.
'Presenting the New World Champ'
Thurs. 23 — Aldershot 8 p.m.
Fri. 24 — Yarmouth 8 p.m.
Sun. 26 — Ipswich 3.30 p.m.
Thurs. 30 — Aldershot 8 p.m.

Let's go!! **SPEDEWORTH STOCK CAR RACING**

SOUVENIR EDITION NEXT MONTH

So many things seem to be happening or about to happen as I write this month that it is difficult to select a single highlight.

Perhaps firstly I should mention that the World Final line-up this year will be the most widely represented yet - and Les Eaton is still busily engaged in plans to have at least one more country represented which hasn't as yet received a mention. But more about that next month, when we will be publishing a special souvenir edition of the "Journal" - so make sure *your* copy is ordered in good time.

August is not without its highlights, however, and your attention is drawn to the International meeting at Wimbledon on August Bank Holiday when England meet Scotland. Les Eaton is busily selecting a strong team for this the strongest challenge our lads have yet had to face. Earlier, on August 7th (also at Wimbledon) the Aubrey "Foxy" Dance Fan Club have their trophy night, and I would like to congratulate the officials and members of this active club for their support not only to "Foxy", but their real interest in the sport generally. Good luck to you all on the 7th.

Yet Another Contributor

It is extremely encouraging that so many of you take an interest in the future of the "Journal" by suggesting various features for inclusion, and Mr. B. Scutt of Littlehampton has gone one better by sending along his "views" in cartoon form, and suggests a little lightheartedness would not be amiss! Mr. Scutt was quick to point out that he is not a professional cartoonist, but I am sure you will agree that his work included this month merits space in our columns. Letters have also been pouring in, and I have had to increase considerably this month the space devoted to readers' letters.

Tony - and the new Formula

Having completed his first series - "Making 'Em Go" - for the "Journal", Tony Bostok (technical editor of "Popular Motoring") directs his attention temporarily to the impending new formula which Spedeworth will be introducing shortly. I would point out that Tony's views are not necessarily those of the Board of Control, though his wide knowledge and experience is highly respected. Stock car drivers in particular are invited to comment on Tony's article this month and a feature with a possible outline specification will appear, together with readers' comments, in the souvenir edition next month.

Dave Gay

STOCK CAR journal

Editor: DAVE GAY
Advertisement Manager: HARRY BARNES

sixth edition AUGUST 1965

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HOOTS MONY

Gwen and Roy Cecil recently squeezed a couple of days holiday from o'er the Border and visited me to discuss the coming England v. Scotland at Wimbledon on August Monday, 30th. They tried to fool me by saying that due to a lesser number of meetings in Scotland it would be difficult to match a Scottish team against our English team. I'm afraid I'm too old in the tooth to fall for that old gimmick! Make no mistake, they're coming down to make their mark, strong and proud, and I certainly will NOT underestimate them.

I have personally selected a mixed-grades but strong team to battle for England's honour. The Scots will, of course, have the disadvantage of the long travelling from Glasgow, but I will try to arrange some rest for them before the big night (any volunteers to bang dustbin lids together on the afternoon of August 30th?).

One thing I am sure of, my team will not ask any favours and will not be GIVING any!!

LES EATON invites you to

"Meet Spedeworth"

Just over the half-way stage in our season, and time when everyone gets a little tired and fed up. At least that's how it's been in the past few years, but this year it appears to be different, everyone still full of enthusiasm, looking forward to the next meetings, even the weather has not dampened their spirits. In past years during July the gates usually decline due to holidays and then start to boom again in September. This year generally they are holding a more or less standard level. These facts give me tremendous pleasure as I know that the many hours my staff spend on the various promotions are not wasted. Throughout the season you read in the programme about various members of the staff and probably wonder who and what these people are, therefore I thought I would devote a little space to introduce our staff to you.

Firstly, I would like you to meet our permanent staff, starting with Dave Gay, general manager of Spedeworth Ltd., and a director of Spedeworth (Weymouth) Ltd., Spedeworth Publishing Ltd., and Planet House Press; and, of course, editor of "Stock Car Journal".

Harry Barnes has the unenviable task of drivers' booking-in control, programme compilation, layout and sales promotion at all stadiums. Harry is also advertisement manager for the "Journal".

MONY IV

by Les Eaton

Noeline, our clerk/typist, is the owner of the golden voice you hear when you ring us at Aldershot, and is also responsible for despatching your "Journals", newsletters, advertising circulars, etc., apart from a host of other general office jobs.

Frank Howlett, advertising manager for the Southern tracks such as Eastbourne, Aldershot, Reading, Oxford, etc., and all our signwriting is Frank's worry. Frank is also an important contributor to the "Journal", being responsible for all artwork headings and cartoons, etc.

Eric Taylor, along with Alan Butler, are kept busy with track maintenance on the Southern tracks.

Dave Hunt is our advertising manager for East Anglia, and at present steps in as starting marshal at our Yarmouth promotions.

Skid Parish is our maintenance engineer in East Anglia, assisted by his staff, and also manages his own Garage business in Ipswich, which might be handy to know if you are "in difficulties" in the Ipswich area.

Part-timers, but no less important, include our very efficient catering manageress at Aldershot, Mrs.Nunn; lap scorer Sonia Meekings, who is manageress for two garages; Jack Holt you know as our steward is a successful financier and credit business executive. Then we come to a chap you've probably never heard of - Jumbo Allen, appropriately employed as number one representative for Michelin tyres. Dick Cotterill (scrutineer) has his own agricultural engineering and general motor engineering business and has in the past prepared both racing formula cars for the big circuits as well as having been a stock car driver himself.

Brian Redhead, the co-scrutineer, is also in the garage business.

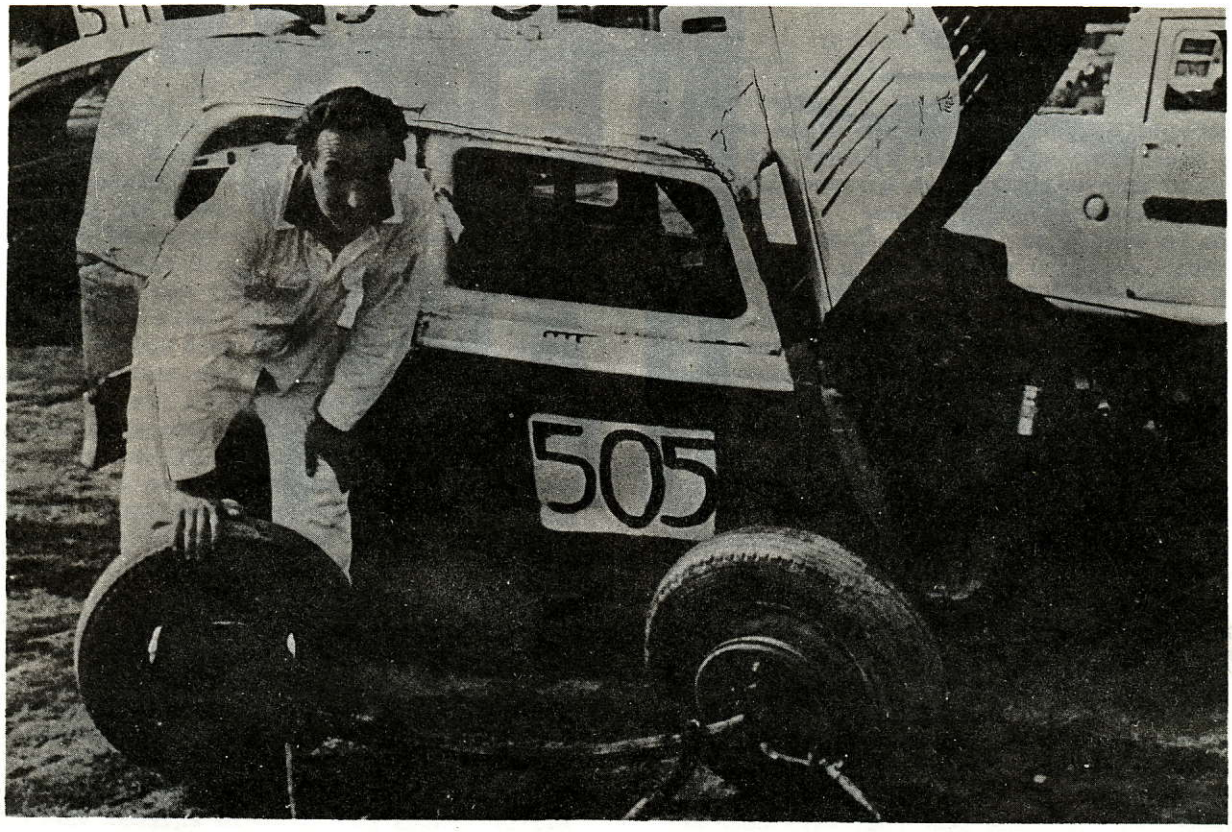
Robin Turrell, manager and director of Planet House Press, along with his staff of 15, prints our programmes, the "Journal", etc.

My father, Arthur Eaton, is the managing director of Spedeworth Ltd., and also personally supervises and manages all the catering side of the business.

Mavis Eaton, my wife, is the company's secretary, lap scorer, cheque writer and, needless to say, the firm's greatest asset.

I think that just about covers everyone and do hope that the information will be of interest to you and maybe help if you wish to contact the right person with any enquiry.

There is just one I forgot - myself - I make the tea!!



"IT'S ALL IN A DAYS SPORT" was all Don Spink (505) had to say as he surveyed the damage done after seven days work preparing for the two outings he had at Foxhall Heath on Sunday, June 27th.
Photo by R.W.Halls, Ipswich.

WORLD FINAL

With qualifying rounds still going on, right up to August 30th, we will not know the names of the qualifiers finally until September. At the moment we do know we have qualifiers from Scotland, Czechoslovakia, Belgium, Holland, Germany, England - plus two new countries to the English tracks - Denmark and Russia. Still to come are Ireland, Wales, France and possibly South Africa. If I can pull off this complete line-up - and at the moment there seems to be no snags - this will be the greatest World line-up ever to be put on any circuit, and what better to complete this programme than the full Band of Scots Guards and our usual giant firework display. On this occasion I'm pushing our staff far beyond the impossible!!! Will it come off? Buy your tickets NOW to find out.

Les Eaton







NEWS HAWK

Should any of you good people wonder what was wrong with me in last month's 'Journal', let me hasten to state that Mr. Jack Holt's 'copy' got mislaid at the typesetter's. It was intended that his spotlight on Don Mason should be a tie-up with Dave Hunt's article on Chris Studd. In anticipation of this I wrote that 'The only similarity between these two Stars was that they were both Red Tops!' You *will* be able to read about Don Mason in this edition. As they say - better late than never.

We have repeatedly asked for letters with either criticism or suggestions in order to advance the sport. We do get many letters, mostly sound and constructive, with one or two from cranks who suggest we all 'take a dive'. For me, the best suggestion has come from a bright young lad of eleven years. His letter was printed in the Spedeworth monthly Newsletter, so good was it. I feel that it warrants more time and space. He suggests that the Silver Top should be restored, and that Stan Ingle - as the British Champion - be given the honour of painting his roof silver because he is also consistently top of the points chart. In the editor's reply, he stated that perhaps Stan wouldn't thank anyone for the honour as it previously stood! For those new to the sport, we used to have Stan's roof painted Gold, he was penalised threequarters-of-a-lap, Eric Taylor (yes, the same one) was also so far ahead of his rivals that he used to be the Silver Top, starting all his races half-a-lap behind all others, including the then World Champion!

After delving into the pros and cons, I would like to answer Master Kenny Paynter, 49 Beauchamp Road, S.W.11. Thank you, Kenny, for your undoubted interest in our sport. Regarding your suggestion it does carry problems which no doubt the Board of Control will consider when your letter is placed before them. First of all I agree with you that Stan does warrant a distinction as he has done real wonders during his 'chequered' career on the raceways. But - and here is the biggest snag - if Stan is voted by the B.O.C. a Silver Top, what happens if Stan goes on to win the World Championship next month? By getting back the premier award of the sport he would automatically paint his roof Gold. Where, Kenny, would his Silver status go? I would suggest that if Stan doesn't win the premier award, then he could have his roof painted silver and not being penalised by half-a-lap every time, but lining up at the back of the Red Tops where, incidentally, he usually does anyway. However, we will see what the B.O.C. make of it. Thanks again. Kenny.

Of late, accidents have crept into the sport and some of our drivers have woken up in hospital. Oh! sure they know of the dangers and in consequence all take a calculated risk. I have a feeling that some have taken a nonchalant approach to the sport. It's not the victims to whom I am referring, they get involved mainly due to the neglect of others who often get away scot free. It is an age-old saying that mistakes are made more often when you are doing well. How true. The season is now well under way, yet the mistakes of judgement are becoming more frequent. Which brings me to the Yellow Flag. The rule book is definite, yet many drivers seem to disregard it - or don't understand it!

The whole function is purely for their benefit. What happens (or should happen) is that when a driver hasn't got out of his overturned car after a lap or two, the steward gives the starting marshal the signal to use the Yellow Flag. From that moment the Control Car should take up a position in front of the leading stockie, thus setting a slow, controlled pace. Whilst the Control Car is on the raceway no driver is permitted to overtake. This enables the track stewards and the St. John Ambulance personnel to get safely to the victim and

ARNOLD LEROY

get him *out and away* in as little time as possible. Whilst this is going on no laps are recorded. If the danger or injury is serious, the track stewards can request the race to be stopped by the steward. I did hear that the B.O.C. are to be severe with any driver who in future overtakes during the 'Yellow Flag' period, and rightly so!

The Yellow Flag is not a nonentity, it is very important and a 'must' for safety.

This month's honours go to Anglian driver Roy Gladwyn, who, I wrote six weeks ago, was letting Anglia down. He was then going through a very lean patch but has made amends since in no uncertain manner. During the month he has pulled in no less than three hat-tricks (two heats and a final at one meeting), the best surely must have been at Wimbledon on July 3rd, when he was confronted with the toughest field for a decade. His other hat-tricks were at Ipswich - his 'home' raceway. His tally for the month was three finals, seven heats, plus being placed twice in heats. Close on his heels came Don Mason with two finals, seven heats and also being placed twice in heats. Move on now to the lads who have won races who are not star grade Red Tops. First place goes to George Telfer, who won a real dinger of a final at Eastbourne. Next Pat Frost, who won three heats - followed by supposedly 'dead beat' lads from the White Tops, namely, Happy Holloway, Paul Rookyard, Dave Anderson and Arthur Butler ... some 'dead beats'! Others were Sid Orford, Johnny Matthews, Pete Welland, Ginger Payne, Rodney Goodwin, Rod Tranwell and Roy Monk.

Looking back over our shoulders the last month has not been too good to tall lanky Derek Fiske. Lady luck evidently has given him a miss for July. Why? Goodness knows the lad tries all the time. Maybe he tries too hard, a little relaxing would do the trick. Possible but not practicable ... I know Derek too well, he just couldn't relax out there on the raceway, it's do or bust with him.

Norman Crowe jogs his merry way round the raceways, always happy, taking knocks in his stride, even when getting a final win taken away from him after an objection! A lesson in sportsmanship rarely seen these days, especially by one or two temperamental Red Tops who race regularly against Norman. To them I say: 'Take a lesson and learn!' Some of their tempers and those of their supporters are vehement.

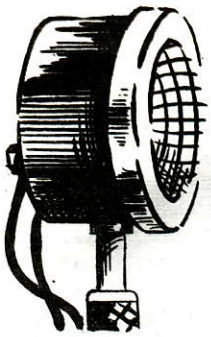
At the time of going to Press, Foxy Dance hasn't had a win for the month, but has been placed ten times. Jan Scott, too, hasn't had the best of luck. He used to be continuously on the lap of honour but, like Foxy, he settles for 'place' money.

Next month all eyes will be on Wimbledon, where the World Title will be challenged by all qualifiers and defended by current holder Eddie James. Whatever the fortunes on the night of nights, I must, on behalf of all us boys and girls on the terraces, thank Eddie for being such a grand champion. He is the fourth man to wear the crown, none have worn it more comfortably. He is also the youngest ever to win the crown. Will he be the first to win it two years running? He could so easily do so, yet I can't see Eddie doing what Jan Scott, Stan Ingle and Tony Maidment couldn't do. I know that he has more supporters than his three predecessors. I know, too, that folk in the business in possibly a better position to judge, think that he will do it again. I know this - I couldn't think of anyone more likely to pull off the title two years running. Yet so great, so intense is the race that no man could do it. That is my honest belief.

If you haven't done anything about booking your tickets, for goodness sake do so *now* before you are too late. Who will be presenting the cup this year? I don't know. Incidentally, do you remember who presented it previously? 1961 - Dr. Barbara Moore presented to Jan Scott. 1962 - Don Lang presented to Stan Ingle. 1963 - Wilfrid (Steptoe) Brambel presented to Tony Maidment. 1964 - Adam Faith presented to Eddie James. So far only one lady has had the honour and distinction, maybe this year a lady will take over where the famous long-distance walker left off in 1961.

Come what may, we will be thrilled by the skill, daring and enthusiasm of the lads out there on the raceway as they dice with lady luck and rivals alike in order to grab the all-so-important chequered flag on the most important date in the stockies' calendar. Don't miss it, don't be late, the whole evening will be geared to satisfy your taste for thrills and spills, your pulse-rate quickening as the power-packs gain velocity, the exhaustive music of the tailpipes screaming out their exhaustive music. Get fascinated by the throaty growls as they throttle off before each bend. Let your spine be chilled and thrilled as they accelerate out with neck-snapping speed. These stockies with their beefed-up suspensions are real mean efforts, able to give and take a real man-size pounding. Watch them going into a tightly-packed bend, see how they stand up to the hiding, observe that they bounce right back to get into the frenzied atmosphere each time they are whacked.

continued on page 16



East Anglian Commentary

by John Earrey

All my meetings during the early part of the season have been in East Anglia, so we thought an apt title for these jottings would be "East Anglian Commentary". Then what happens? Les decides to take a well-earned rest in the form of a combined holiday and Continental hunt for more stock car talent (or at least that's his story), and I find myself on duty at Wimbledon for the World Championship Qualifying Round and at Aldershot the following Thursday.

To me every meeting of Formula II stock cars is a BIG meeting, but breaking new ground always has that extra something. The build-up and atmosphere at the superb South London stadium is not easily describable - you must be there to fully appreciate and enjoy it.

The outstanding feature of this meeting, of course, was the form of ex-star man ROY GLADWYN. For the second time this season he has lost his coveted red roof (I shall be surprised if he hasn't won it back by the time you read this). Who would have believed he was a Blue Top after seeing him "sweep the board" at Wimbledon? His motor was as fast, if not faster than any on show that night - no mean achievement considering there were no fewer than 16 star drivers in the field besides current World Champion Eddie James! If Roy can reproduce this performance in the Final on September 18th and have a reasonably lucky draw on the starting grid his roof-painting worries could be non-existent in 1966!

"A Little Off Key"

Down at Aldershot I must admit I was a little off key. During the actual commentary names and numbers just wouldn't go together correctly! How long has Johnny Grainger been 319, Denny Pearson 152 and Don Mason 35? This kind of situation can only arise where they boast the finest public address system in the land! However, Skid Parish, Sonia and myself enjoyed the change of scenery and look forward to seeing the Southern stars again in the not-too-distant future.

Back in Anglia the thrills and spills continue to pour upon us from some of the finest "stockers" in the country. And it doesn't end with them either! The production car lap trials prove this point. Hard luck on the driver of a smart red Mini who quarrelled with one of the iron girders of the safety barrier at Yarmouth! He must have regretted that he entered the event in the first place because, as Les and I always remind you (at the risk of boring you regulars), competitors in the lap trials are *not* covered by any form of insurance. If our property gets damaged that's our misfortune and vice-versa. At Ipswich, too, we have had good measure. Already this season there have been two turnovers in these events! Fairly old jalopies, mind ... one a convertible, fully converted. Right over with wheels sunbathing and two men underneath - somewhere. Driver? Dave Hunt. Bulletin after the meeting stated driver, passenger and vehicle none the worse for their experience: A likely story! Incidentally, Dave recently came unstuck on the road, too, but although his car was a write-off he was not too badly hurt and managed to appear as starting marshal at Yarmouth two days later.

Arthur Butler (113) had to make a premature exit from the Grand Final at Yarmouth on July 2nd when his motor burst into flames on the 18th lap when he was well placed. The spine-chilling part came when the officials tended to panic and try to extinguish the flames with a water hose from the inside of the track while other motors were still doing battle about the flames in the big event.

How nice to hear from Gwen and Roy Cecil in last month's Journal. Gwen, of course, was our lap scorer until this season, whilst Roy, one of the unsung heroes, attended to matters behind the scenes. I sincerely wish them every success with their promotions in the Highlands.

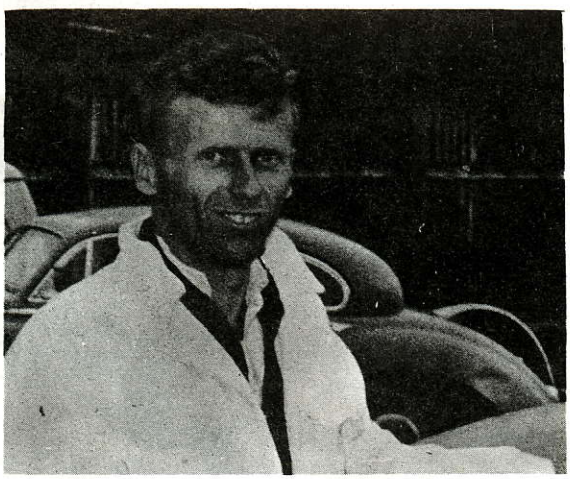
A Warm Anglian Welcome

A warm welcome awaits all Formula II fanatics holidaymaking on the East Anglian coast, at the Caister Road Stadium, Great Yarmouth, where Spedeworth promote the greatest sport on earth *every Friday night at 8* throughout the summer season. Yes, Friday night is stock car night at Yarmouth. What better than to laze on the golden sands all day, have a shellfish tea and a jug of beer and zip a couple of miles up the Caister Road for the most spectacular event in Yarmouth's crowded weekly calendar ... Formula II stock car racing!

Personality page

Spotlighting the Stars

Stars may come, stars may go, but DON MASON goes on forever, or so it seems. He has been around all the raceways throughout Great Britain, has raced for every promotor since 1955. In 1962 he raced for, and then signed contracts to race solely for Spedeworth Ltd., and has never looked back with regret. Why should he? He holds more Titles than any other driver, also currently ranked 8th on the National points Chart. The Titles are, "Northern Champion", "Southern Champion", "Dorset Champion", "Open Scottish Champion", plus the one he is most proud of, "The Champion of Champions". Truly a remarkable achievement, no one but no one, has held 5 Titles simultaneously before, possible no one will ever repeat the performance of the agile, 38 year old gladiator of the circuits.



DON MASON (34)
Photo by E.Setchell, Reading.

Youngsters come on the raceways and with luck, a good crew they get to Star Status, then they think that they are "cats whiskers" until they meet Don, he really shows them a clean pair of rear wheels. But, and here is a queer twist of Don's make up, he coaches them, endeavouring to get them to acquire the "know how" in quick time! Another pecularity of his outlook on the sport, is that he hates racing in a small field, he prefers 30 or more starters, then he relishes weaving his way through to get the chequered flag. How many thousands has he thrilled, as they have watched the progress of his "Blinking Fiat" gradually, but surely go through the opposition.

Don is by profession a "Repossession Agent", one who snatches back cars that have had the agreements cancelled by non-payments; does this attribute to Don's quick get aways? He is married with one son living at Chichester, during his service in the army he was a leading light on their Middle East speedway circuits, plus also being one of their top notch scramble aces.

Like all big names, he has skeletons hidden in his cupboard, when I asked him if I could print, possibly this biggest in any one's cupboard, he immediately said yes! As you know, even in this rough and tough sport there are rules, Don being no exception occasionally breaks them, getting pulled up accordingly. But in 1958 he was involved in an incident that has barred him racing at Long Eaton for life!! Oh yes, our Don is a character, or as he puts it, he is a stock car driver, and a damned good one too, if I may say so.

For the last two seasons he has been a member of that select band of drivers, The Drivers Committee, which speaks for the high esteem they have for him. He really works hard on their behalf, on one occasion when arguing on a result for a White Top driver, he actually missed getting in the Final, which he could have so easily won, but such is his dedication, he never even mentioned it!

Don Mason, is not exactly the most popular of drivers, yet he never fails to please or thrill you. Frustrating yes, he certainly is, many a time I have seen him placed handy for a win, only to see him allow a youngster to take the chequered flag. Why? Only Don knows! I get a laugh, when, later in the pits the "Winner" is bragging of "how he kept Mason out". Should I tell them, there and then? No sir, because Don wouldn't want it that way, because he is, "The Champion of Champions".

Jack Holt



With Michael Andrews

With only two more World Championship qualifying rounds to be held, one at Yarmouth on the 6th August, and the other at Aldershot on the 28th August, there is room on the grid for five more drivers. Not counting the ten drivers to qualify on the Continent and in Scotland.

Star men so far to have qualified (July gradings) are as follows: Tony Maidment, Aubrey Dance, Jan Scott, Derek Fiske, Roy Wood, Trevor Carpenter, Norman Crowe, Chris Studd, Bob Perry, Stan Ingle, Denny Pearson and Steve Tanner. Eddie James, of course, was defending champion, does not have to qualify. This presents an interesting point for thought. With six star men still looking for a place on the line up, as well as numerous other talented near stars, what can we expect from these two remaining rounds?

At Yarmouth the first three in the final go through to Wimbledon, whilst at Aldershot only the first two men home have that honour. With such fighters as Don Mason still chafing at the bit, it will be a brave man indeed who crosses his path whilst there's still the faintest chance of him gaining one of the few remaining places. In actual fact, I just can't imagine a world final without the great Don, and I'll be very surprised if he fails to take the final at the Aldershot meeting. Interrupting this line of thought for a moment, may I point out, in case you haven't already noticed, that this August date is on a *SATURDAY*. Any supporter who enjoys going the rounds of the Spedeworth circuits on their holidays, has certainly got a feast in store on this bank-holiday weekend. Starting with the meeting on Thursday the 26th at Aldershot, Yarmouth on Friday the 27th, Aldershot again on the 28th, Eastbourne on Sunday 29th, and then a choice between Ipswich and Wimbledon on the bank holiday Monday. Indeed, if you own an aeroplane or a VERY fast car you could manage both these meetings, as Ipswich takes place in the afternoon, and Wimbledon is at night. To return to the World Final, we've probably all of us made up our minds as to who we think will take the Crown this year, or at least who we'd like to see take it, and if you're like me, you've changed your mind more than once already. One man with everything to gain and nothing to lose, is Phil Newington the only White Top so far to have qualified. Also alone from his grade, is Sid Orford who, at the time of going to press sports a Yellow roof. The remainder are all Blue Tops, Tony Mellish, Nev. Whittaker, Eric Taylor and Roy Gladwin. Of course another grading period comes along before the big event, so all these lads may have changed the decor of their stockies by then.

Stock Car Racing in the News

"Motoring News" a unique and informative weekly paper for all motorists, sporting or otherwise, has been giving a generous amount of space to readers who wish to air their views on Stock Car Racing. In the issue published on July 15th, is a letter from Keith Barber, who obviously knows what he is talking about. It seems that Keith felt the need to write in defence of our sport, answering a critic's previous letter. Congratulations Keith, you did a grand job, and I too would like to see the Editor of Motoring News come along to a Spedeworth promotion, in order to get an unbiased view.

Ralph Thoresby, who writes for another periodical, "Motor", has also given space in his columns for our sport, but confessed he was a little bewildered by it all, having been dragged along to the meeting by "three bloodthirsty small boys". The lads may have done you a favour, Mr. Thoresby. Please come again. You'll find that after a meeting or two, everything drops into place, and you will not only understand, but really enjoy our type of racing. Thank you also for your kind remarks about the production car lap trials.

Lady Luck is slipping

As Arnold Leroy so often remarks, when everything else is perfect, our drivers still need Lady Luck's help, I think she must have had a few days off recently, as we seem to be having more minor injuries lately, than we've had for some time. World Champ' Eddie James suffered lacerations to a leg at New Cross, and Aubrey Dance's poor old bones took a hell of a pounding when he touched down wrong way up at Arlington. Eddie James, I understand, will probably be on the track again by the time you read this, while I'm told that Aubrey was seen building a new stocky, in the middle of the night, only two days after his unfortunate "prang".

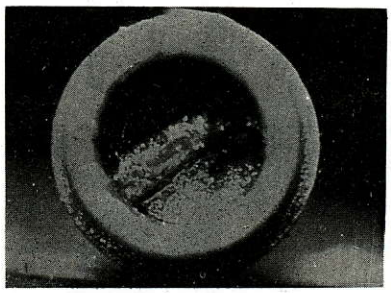


AUBREY DANCE being assisted from the track after his 'Flip' at Eastbourne.

There will be a social, come bottle party for supporters club members, drivers, mechanics and their friends on Saturday 14th August. Entrance fee, a bottle of splosh. If you live near one of our star drivers, take him by the hand and bring him with you. If he shows reluctance, sock him with the nearest spanner - there's always one handy - and bring him along under anaesthetic.

REMEMBER. ALDERSHOT CLUBROOM. SATURDAY AUGUST 14th. 8 p.m.

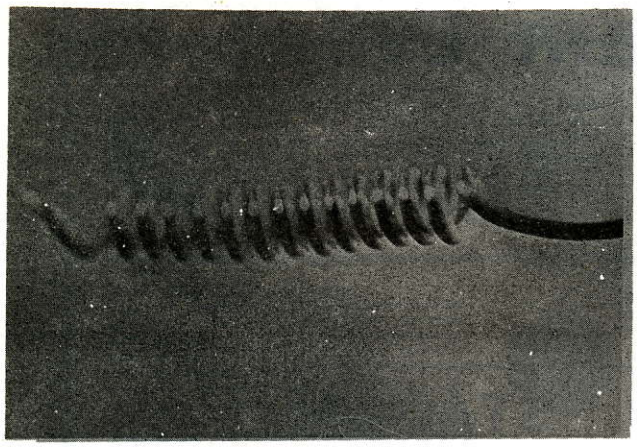
WHAT WAS IT?



Entry forms in last month's "What is it?" competition flooded into Aldershot. The 'teaser" photograph obviously aroused your curiosity and I hope this month's competition will also prove popular. Most popular guess was that it was "a dirty old sparking plug", but as you know, our lads keep their plugs in very good trim! Only one young lady guessed correctly (at least up to the time of writing) and she was Miss M.Meny, of 1 Manor Road, Sudbury, Suffolk. Shame on all you lads who wrote in, letting a young lady beat you in a "motoring" competition. Congratulations, Miss Meny, you will be receiving two 10/- tickets to the World Championship at Wimbledon on September 18th.

What was it? Get ready to kick yourself ... the July 'What is it?' photograph competition depicted 'a Ford 10 Distributor Drive Mechanism.'

WHAT IS IT ?



STOCK CAR JOURNAL
" What is it ? " Competition

If you think you know what our picture actually depicts write it below. Two 10s. tickets to the Championship of the World at Wimbledon on September 18th will be awarded to the first correct answer opened by the editor. Entries must be by letter and endorsed "Competition", to The Editor, Stock Car Journal, Aldershot Stadium, Tongham, FARNHAM, Surrey.

I think the picture in the **August edition** of "S.C.J." depicts:

.....

.....

.....

Signed

Address

Only Entries received on this Coupon are acceptable.
Officials, Drivers and Mechanics of Spedeworth are NOT eligible to compete.

THE AUBREY DANCE FOXY FOXY OFFICIAL FAN CLUB



August the seventh is the club night at Wimbledon, when our own trophy will be raced for. Over the last month the secretary and myself have been trying to find our own choice of driver who we would like to see win. Mind you they will have to fight hard for it, because Aubrey told us that this is one trophy he does want to win. If he is unlucky our choice is as follows: Tony Maidment (17), Jan Scott (95), Brian Edwards (243). These three are, we think, the drivers who (like Aubrey) deserve our trophy. Of course, with stock car racing anything can happen. To all the drivers who take part we wish them the best of luck and hope that it will be a race to remember.

During the last two months the club has grown well, after each new edition of the "Stock Car Journal" enquiries flow into the club's address. We still know, looking around the tracks, that there are lots more of you who support Aubrey, but are perhaps still not sure whether to write for details to join or not. Please do write, we are always pleased to hear from you. Aubrey himself gets a wonderful feeling knowing that he is getting this great support. The more members we get the better the club will become, so write tomorrow to the club's address - we will be waiting to hear from you.

On June the 26th the secretary and myself made our first visit to Oxford, staged on a Saturday making this possible. What a wonderful raceway this is, but Oh dear! where were all the supporters, with good racing to see as well. It was also made worth our while to watch Aubrey get positions in races like he used to - two firsts and a third. Well done, Aubrey, you have a long way to go yet before you become one of those "over-fed cats purring in front of the fire" (as Mr.Leroy mentioned, Oxford programme June 26th)!

Lastly we would like to thank the editor of this journal for giving us the space each month to write our comments on racing and other matters to do with the club. Also 'Mr.Stock Car" himself for letting us stage our own trophy race at Wimbledon. Also for the great excitement watching Spedeworth Formula II stock car racing.

K.I.Ransome, *Chairman*

Great Team Event

ENGLAND v SCOTLAND

at

WIMBLEDON STADIUM

Monday 30th August 1965

8 p.m.

KATRINA AND THE STARS





ARIES - 22nd March to 20th April
The Sun will be transiting your solar 9th House until the 23rd of this month, which is a good time for thinking in terms of your future and making constructive plans. The first fourteen days of August marks a period when your judgement will be better than usual, and your ability to get on with other people is enhanced. Financially, you should avoid risks and any urge to take chances where money is concerned.

TAURUS - 21st April to 21st May
The dominant planet in your Solarscope for the month is Mars, and thus you are warned against using aggressive tactics in your social dealings and business affairs. Besides making for aggression, however, Mars will also give you the extra energy to help you straighten out problems and face up to obstacles, so try to channel this liveliness constructively. Best days - 12th, 16th and 37th.





GEMINI - 22nd May to 21st June
This promises to be your happiest month of the year, with accent on holidays and just enjoying yourself. The more you surround yourself with people who know how to play and relax, the happier you will be. From the monetray angle, you appear to have less problems now than was the case earlier in the year and you will have no compunction about spending for the sake of amusement.

CANCER - 22nd June to 23rd July
This month constitutes a period when your renowned intuition should be at its zenith. You will instinctively know what others are thinking and planning, for you will have the knack of seeing beyond the recognised limit. Home and family interests should bring much happiness during August as should all contacts with other people. Favourable days - 15th, 17th and 31st.





LEO - 24th to 23rd August
Planetary aspects over your natal month urge that you should cast aside old emotions, turn away from old ideas and look to tomorrow rather than into the past. Financial windfalls are possible, but you should avoid excessive speculation. An ideal time for taking your annual holiday.

VIRGO - 24th to 23rd September
Venus is prominent in your solar horoscope throughout this month, and there are fine aspects for romance, travel, family and home matters. Money will cease to be a problem because you are refusing to think negative. You will cast worries aside and your entire mental outlook takes on an optimistic tone. Take advantage of these stimulating influences to put your affairs in good order.





LIBRA - 24th September to 23rd October
August will begin in a flurry of excitement and energy, and you feel that this excess of stamina has to be put to good account. After the 20th, Mars will enter your solar 2nd House which rules your capacity to earn money, and you should then be able to find ways and means of increasing your income. Your best days for career and monetary affairs are the 14th, 17th, 24th and 28th.

SCORPIO - 24th October to 22nd November
You could experience emotional upsets in your marriage and business partnerships during August, for there is planetary emphasis on domestic affairs that isn't the best. You tend to rely on your intuition, which can be good, but it tends to be in conflict with the reports you are receiving from others. Compromise is the solution - not try it? Financially, you can't go wrong.





SAGITTARIUS - 23rd November to 22nd December
This is YOUR month and no mistake. Happy days are on the agenda, and a wish you have long cherished can now bloom and bear fruit. Your entire outlook over August will be gay and optimistic, and there seems very little to bother you. There is one bone of contention, though. If you have children, you may find them unusually disobedient and unruly at this time, but patience will win this particular battle. Best days: 6th, 12th, 19th and 26th.

CAPRICORN - 23rd December to 20th January
You may not begin this month in a very good mood, and there can be a feeling of inner tension. Guard your health now, and do not permit the nagging of others to undermine your aims in life. By the 10th, however, you should have overcome this nervousness and the remainder of August promises to be very pleasant indeed. Depend on old friends for your best source of enjoyment.





AQUARIUS - 21st January to 19th February
A month which has brightness and shadow in several respects. There could be lost opportunities, but you will not stay depressed for long. The most obvious trend, however, is that of detachment, for although you may attend many social gatherings, you will want to keep your own counsel and will not quite enter into the atmosphere. Your best progress will come after the 16th.

PISCES - 20th February to 21st March
This is a favourable month for making progress in the things of life that have special meaning for you. The second and third weeks are good for business affairs, making new plans and programming work for the remainder of the year. You are at present in the driver's seat, and can turn this month to good account in self-promotion and the furtherance of your main ambitions.



FREE READER SERVICE

KATRINA has prepared special Star Readings for readers of STOCK CAR RACING JOURNAL. Write (in block letters, please), your name, address and birthdate on a postcard to: Katrina, Stock Car Racing Journal, Aldershot Stadium, Tongham, Farnham, Surrey. (Offer applies only to those over 18.)

STAR PERSONALITIES

KATRINA will feature every month an astrological article on a well-known personality in the Stock Car Racing world. If you would like to be included in this, please drop a line to the Editor.

LETTERS TO

St. John's Not With It!

9, Decoy Road,
Gt. Ormesby,
Nr. Gt. Yarmouth.
15th July, 1965.

Dear Sir,

I feel I must write about the St. John's Ambulance Brigade. I am a keen supporter of Stock Car Racing and always attend Ipswich and Yarmouth. At Ipswich, the St. John's deserve the highest praise, they are very keen on their job and as soon as a car lands in trouble in any way, they are always running to see if anyone is hurt and need attention. But at Yarmouth, they are quite the reverse. Please ask them to get their fingers out and do their job or get some one who is willing to do it. I have never seen them run or hurry themselves when the case arises. And why do they not stand on bends where most cars usually pile up, instead of near the grandstand and pits, also why do they not have anyone in the middle of the green as again like at Ipswich.

Yours sincerely,
Mrs. P. Brunson

This matter of the St.John personnel at Yarmouth has been brought up by the drivers, officials and supporters, but this does crop up when we open at a new track. The Ipswich and some other Corps of St.John are excellent, I agree, but one has to consider that this is probably the first time these first aiders have seen stock car racing and have to learn to anticipate the trouble spots. Remember that these people give their spare time to this excellent cause and no doubt they will soon be "on the ball" at Yarmouth. - EDITOR]

Les Has Some Fans for His Discs!

6, Barry Court,
Lessar Avenue,
Clapham, S.W.4.

Dear Mr. Eaton,

I would like to say that in reply to your article in the Stock Car Journal that my mother, father and brother and myself all very much enjoy the selection of records played, before, during and after the various meetings are very good indeed.

Also the bands are very good and very enjoyable. The one we liked very much was the band of the Metropolitan Police, as my older brother is a policeman himself

I most of all would like to thank you for giving us the pleasure we all get every time we come to the Spedeworth meeting

Yours faithfully,
J. White (Miss)

Spedeworth V. B.S.C.D.A.

119, Fenwick Place,
Clapham,
London, S.W.9.
24th June, 1965.

Dear Sir,

I first saw Spedeworth Stock Cars in 1962 and have been to all the meetings except one at Wimbledon, and there's never been a dull moment. I remember Spedeworth giving the B.S.C.D.A. a match and you thrashed them by 20 pts. or more. I would like to see a return match at either Harringay or West Ham, so you can thrash them in front of a large crowd of their supporters and I think your Company and drivers are the best in the country and you always get your money's worth.

Yours faithfully,
S. Ludford.

Another "Silver Top" Advocate

70B, Claremont Road,
Tunbridge Wells,
Kent.
July 5th, 1965.

Dear Sir,

Please let's have more recognition for Stan Ingle (No. 2), the British Champion 1965.

Why not give him a SILVER TOP? After all, the current World Champion Eddie James (210) has a gold top, to show that he is the current World Champion and I would like to see Stan Ingle with a silver top so that the crowds can see that it is he that is the British Champion.

Yours faithfully,
Marion Miles (Mrs.)

See Arnold Leroy's Article in this edition. - EDITOR]

Shy Correspondent

Dear Sir,

What a disgusting last race at Arlington on Sunday. Stan Ingle did a spot of grass cutting which did not seem to be noticed although the crowd pointed and shouted. Why should he be allowed to do this when early in the meeting 335 was docked a place for the same thing?

And when the yellow flag is out the drivers do not keep in the places they should. I think this is very bad sportsmanship. So boys lets be fair.

I would like to thank Trevor Carpenter (35) for his quick thinking when Foxy was hurt.

We are all disgusted at the result of the grand final.

THE EDITOR

Grass-cutter Extraordinary?

20, Albury Road,
Merstham,
Surrey.
15th July, 1965.

Dear Sir,

My wife and I enjoy stock car racing immensely but find your judgment of some drivers rather harsh. We realise that discipline must be strict to keep this sport from going sour, but isn't it about time one of your blue-eyed boys, Don Mason, went through the mill as grass-cutter 1st class extraordinary.

Never does he receive the black cross not even after three times in race two this evening. Are you just afraid of upsetting him so he loses his tamper. If this is so don't worry, he loses his temper every week with any unfortunate that happens to be sitting on his nose.

Well how about it then, after all a sport is supposed to be fair and clean so keep it that way please

Yours faithfully,
Mr. & Mrs. D.J. Titheridge.

Arlington Knobbly Knee Winner's Thanks

113, Hastings Road,
Pembury,
Nr. Tunbridge Wells,
July 4th.

Dear Mr. Eaton & Jumbo,

First of all as the winner of your Knobbly Knee Contest at Arlington to-day, I would like to thank you on behalf of my wife and myself for the two tickets to Wimbledon on Sept. 18th.

You may think, as I and my wife & son, & all the supporters of the Arlington raceway must have thought it was great fun to have that contest there today, but you can guess what I have to put up with now. Here is an example from my wife, who was supported in the wording of this rhyme, by my son,

"When we went to Arlington
We went out on the spree
Dad came back with 30 bob
15 bob each knee"

Anyway, Les and Jumbo, I think it's a great surprise and an exciting one as well, and so I say thanks a lot.....

Yours faithfully,
M.F. Johns.

Parking Meters on Centre Green?

25, Wittmead Road,
Mytchett.
21st July, 1965.

Dear Sir,

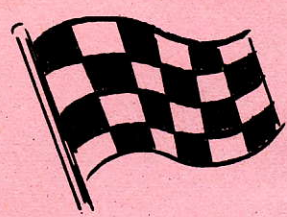
Last night I went to Reading to see the qualifying round for the World Championship. I was also present at the last meeting at this track. Normally I regularly support the Aldershot meetings, with trips to the other tracks as the occasion permits. I can claim to have seen meetings now at all the tracks operated by Spedeworth with the exception of Ipswich and Yarmouth, and so I am not, I think, making the following criticism without experience.

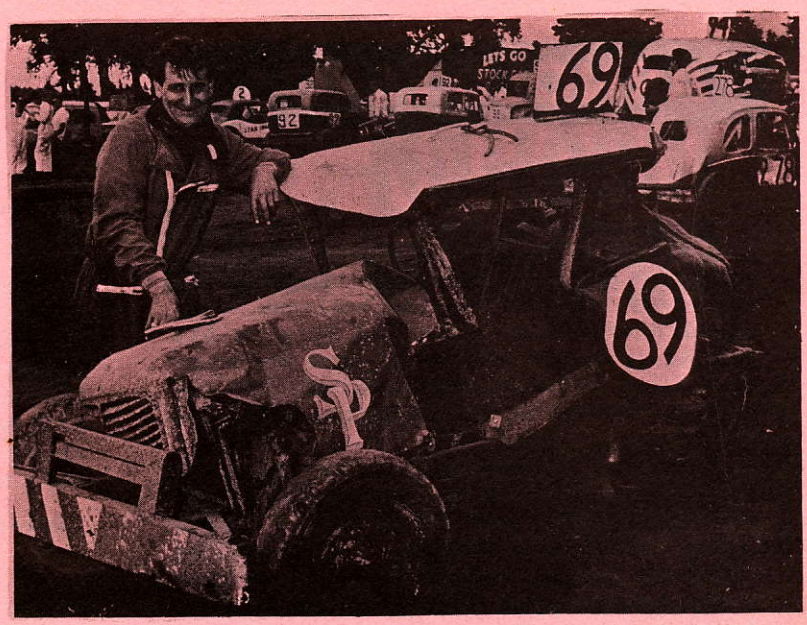
There always seems to be a preponderance of cars pulling onto the centre green at Reading, and this often before the race is more than a few laps old. Some of these I know are there through perfectly legitimate reasons, such as the damage and faults to the stockies of Johnny Matthews, Trev Carpenter and Mike Hitchcock last night, but others, whilst having no work done on them during the remainder of the race, were able to be driven off straight away when the race was over, and the pit gate was opened.

Last night, numbers 322, 246, 201, 14, 478, 18 and 430 all pulled onto the green in the first race. In the third race, 430, 79, 246, 216 and 14 pulled off the raceway. 216 was obviously damaged, but the other four cars were all able to drive away again when the race was finished. You will see that three of these cars were also involved in the first race. In the second and fourth event a total of eighteen cars were involved in this way, of which numbers 16, 20, were in both races, and numbers 5, 140 and 121 drove straight off at the finish of the second race.

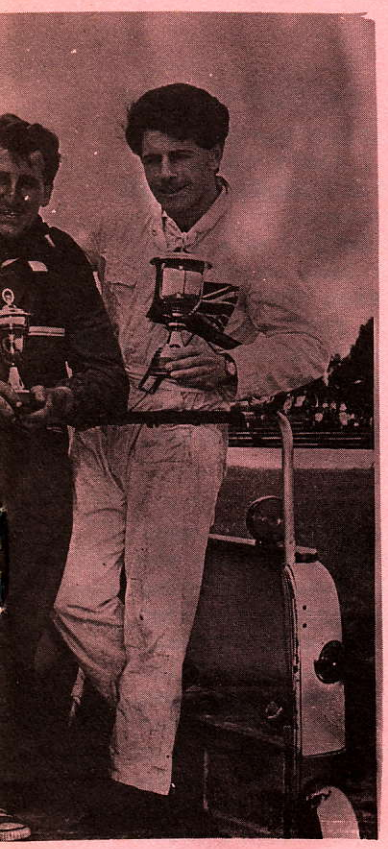
In the programme Michael Andrews stated that the drivers were all professionals, so presumably they were paid for their "performances". Might I suggest that the promoter installs parking meters on the centre green, to recoup some of his losses. Or better still, have an official there to ask some awkward questions.

Yours sincerely,
G. Thumwood





SKID PARISH (69) can still smile after having nearly wrecked his stockie at Foxhall Heath on Sunday, June 27th.
Owing to an over-slide he collided violently with the safety fence in his first race of the afternoon.
- Photo R.W. HALLS, Ipswich.



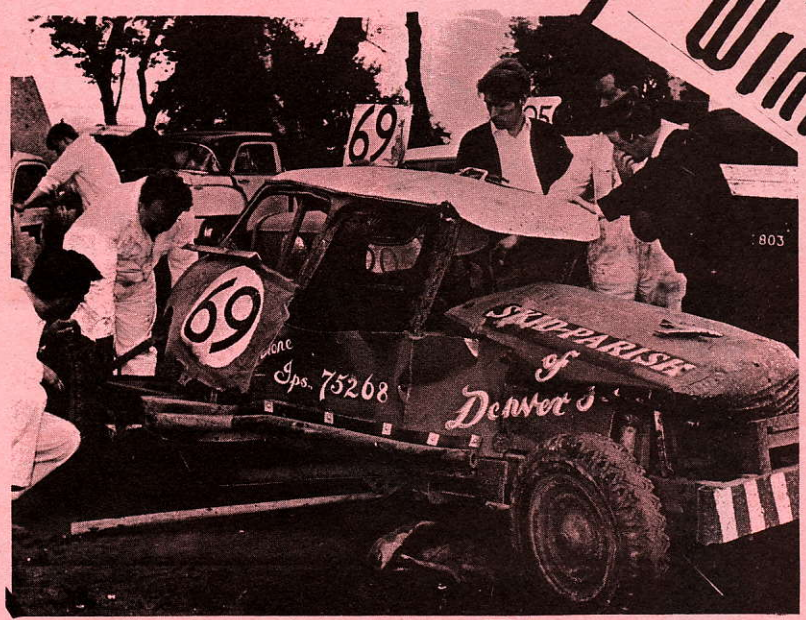
or a lap of honour round the
ACKHAM (left) SKID PARISH and
ch they brought back from their
e.
hoto R.W. Halls, Ipswich.

Arlington Trophy Winner

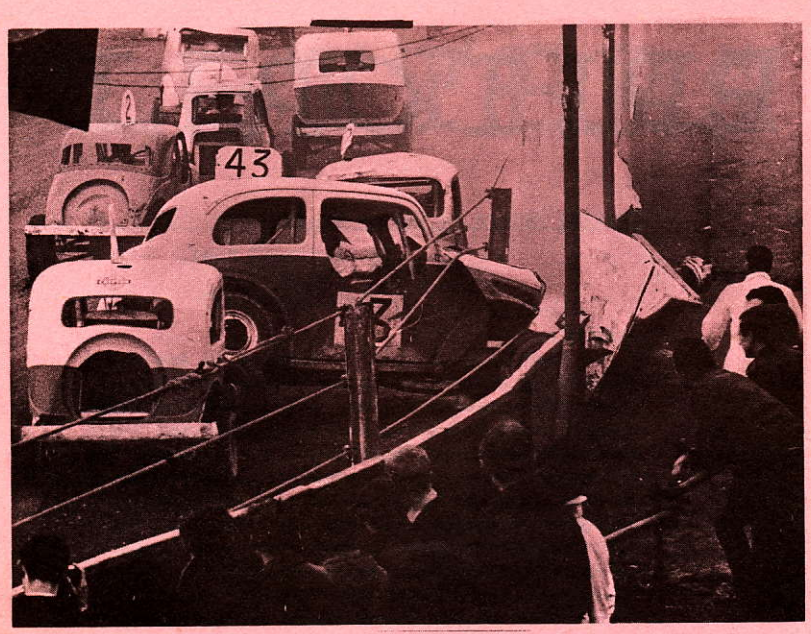


ecesses on the Continent ★





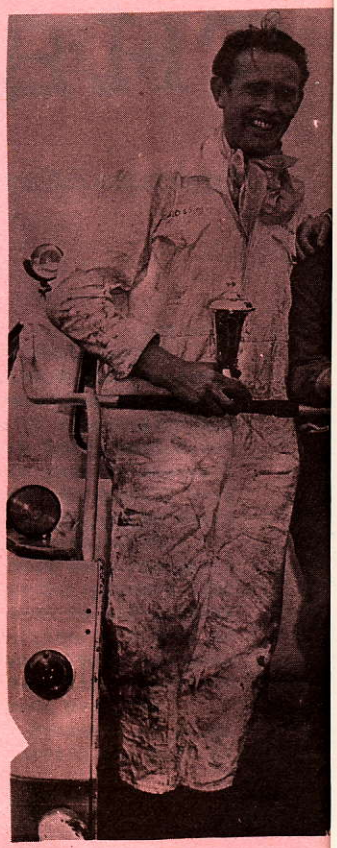
y poses with his first trophy this
rge's luck has changed!
Photo F.G. BUSS, Crowborough.



More work for the track maintenance staff at Foxhall Heath after ARTHUR EDMONDS (43) demolishes some 12 ft. of the safety fence.

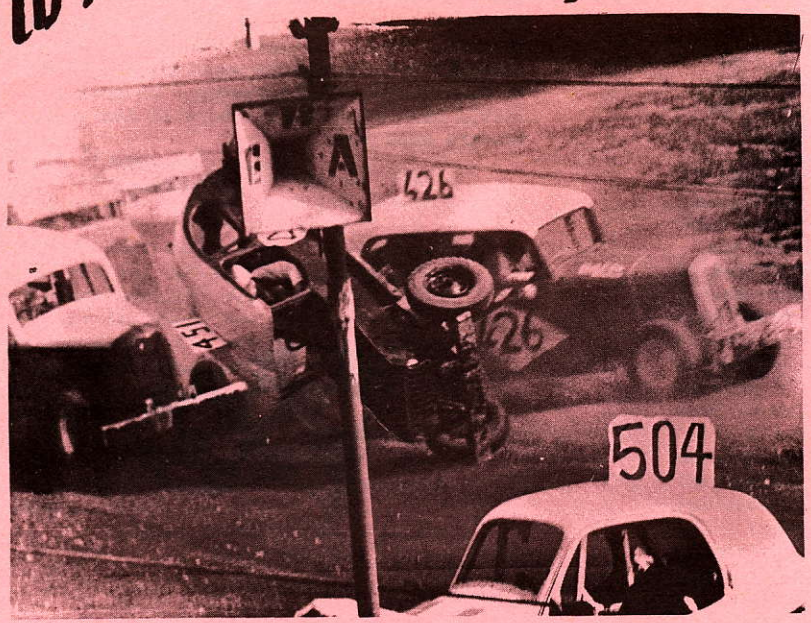
The picture clearly shows the danger of standing too close whilst racing is in progress.

- Photo R.W. HALLS, Ipswich.



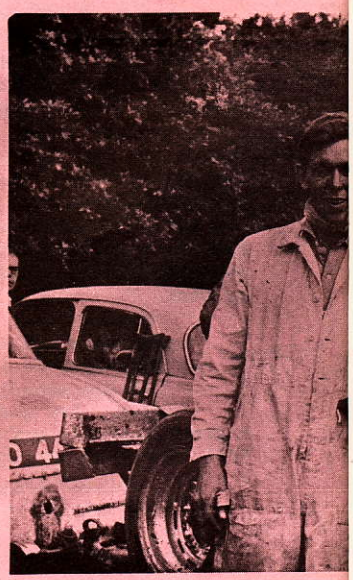
On the control car, all
Foxhall Heath circuit are:- D
DAVE HUNT, with their trophie
tour of Holland and Germany i

Ipswich Smashes Spedeworth ★ Su



White top RICHARD PRIOR (451), Ipswich, in his second year of racing, seems to go in for turn-overs lately, and this surely must have been the most spectacular of them to date.

- Photo R.W. HALLS, Ipswich.



GEORGE TELFER (206) p
season at Arlington. Maybe

ARNOLD LEROY

continued from page 5

I will give you all my summing up in next month's "Journal", plus the views of all who are a "someone" in the business. The steward will also be asked to give his summing up on the chances of each and every qualifier, besides stating to all his own personal choice on who he thinks will pull it off.

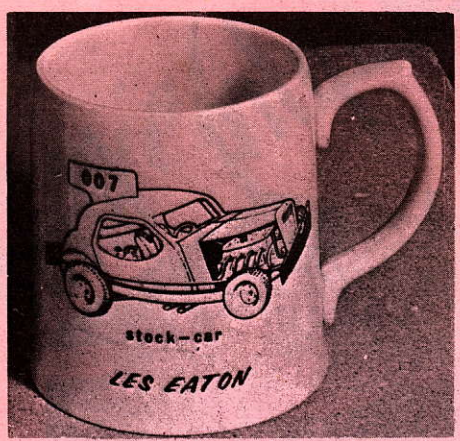
This year's final will be my third. I am hoping to keep up my progress in tipping the winner. The year before last I tipped tousle-haired Dave Crittall. After rolling over a barrel he came in third. Last year I named Foxy Dance - who was the hottest favourite ever. He came in second! Therefore this year I hope to pull it off! Who will it be? At this stage I have short-listed my choice to five. They are Tony Maidment, Norman Crowe, Roy Gladwyn, Don Mason and Trevor Frost. Unless something startling happens I will finalise on one of these giants of the raceway. In doing so I am disregarding Bob Perry of Diss, whose father has promised him a new Aston Martin if he wins. A big incentive for any go-getting youngster, but I don't think it will be a 1965 Aston Martin - maybe a 1967 model would be more appropriate.

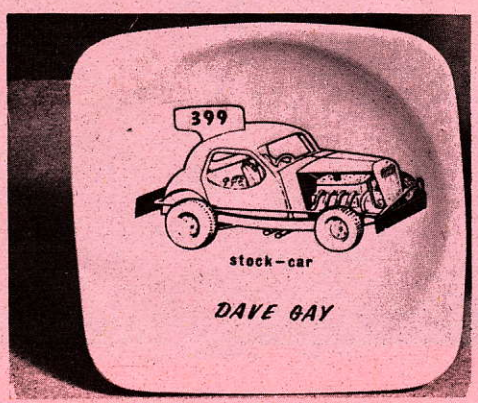
Now folk, don't forget to drop us a line. Maybe you have the right idea which will help our programmes to reach the pinnacle of perfection. Who knows, your's might be the very idea that is by-passing us! Enjoy life by coming to our programmes as regular as possible. Have fun, get out and about, and keep smiling. All you wish yourselves.

LONG-SERVICE OFFICIALS

Of Spedeworth's current officials, many supporters might be interested to know who carries the distinction of longest-serving member. Without hesitation, this title must surely go to the so-loyal pit gate foreman, George Wilson, followed by steward Jack Holt. No doubt this will surprise many, but some of our officials through business or other reasons have had to leave the company for periods at some time or other. Our thanks to George and Jack, let's hope you continuously serve the sport for many years to come.

"PERSONALISED POTTERY"





The photographs shown here of the mug and ashtray have been specially designed for stock car racing enthusiasts and with the novel idea of each item being personal to the purchaser. For instance, if you have a favourite driver you would order his number on the fin-plate and your name along the bottom, which I'm sure will appeal to our young lady supporters who have felt left out of things lately with our recent blazer badge offer at all tracks.

Well, here's *your* chance, girls, let us know who your dreamboat is - and include your own name or inscription - and we will have the item of your choice sent to you. I would point out that only one number and two words for your name can be included for the quoted price, though special quotations can be obtained for special orders.

Delivery at the present time will be approximately 14 days from receipt of order. Prices are: The mug, with numbers and lettering, 8s 9d; the ashtray, similar, 7s 6d. Postage and packing is 3s. per item extra.

Your orders should be addressed to Spedeworth Ltd., at Aldershot Stadium.

PERIOD ENDING 23rd JULY 1965

ROOF COLOURS TO BE EFFECTIVE FROM 5th AUGUST 1965

National Roof Gradings

RED ROOFS

Car No.	Pts.	Car No.	Pts.	Car No.	Pts.
2	413	399	291	70	208
35	348	86	271	304	202
34	337	210	267	152	177
17	333	82	251	316	176
319	328	320	238	324	176
307	291	95	215	217	174

BLUE ROOFS

Car No.	Pts.	Car No.	Pts.	Car No.	Pts.
140	167	337	109	269	71
267	161	41	100	254	70
280	161	106	100	290	68
174	146	113	93	474	63
306	144	69	88	141	62
364	142	127	87	295	62
243	135	417	84	475	60
366	127	335	80	55	59
68	115	57	77	315	56
264	109	294	74	441	56

YELLOW ROOFS

Car No.	Pts.	Car No.	Pts.	Car No.	Pts.
18	51	43	41	207	30
492	51	208	41	14	29
121	50	266	40	206	29
176	49	281	40	442	28
216	48	182	39	9	27
454	48	12	36	180	25
30	45	246	36	248	25
247	45	458	35	37	24
252	45	92	34	164	24
23	44	453	34	451	24
299	43	201	33	47	23
138	43	155	32	198	23
323	42	136	30	400	23
				411	22

286 (13 pts.) - Yellow Roof under experimental licence rule.

All other Cars - WHITE ROOFS.

making 'em GO

by
TONY BOSTOCK
technical editor Popular Motoring

WHERE DO WE GO FROM HERE?

CHEAP and CHEERFUL, fast and good fun. That's the basic appeal of this Formula 2 stock-car racing. This is the thing that lets lots of us have a bash at one time or another, without having to knock-off a bank to get the ready lolly, or spend several months getting things into shape.

As originally planned, the present Formula was good, and it has served the purpose of putting plenty of keen and skillful people on the track, who otherwise would never have had a chance to do any racing of any kind at all.

'The winds of change...' as MacM. said once, are with us; and as with all things, there's got to be a bit of advance. For one good reason that the Ford 10 power unit isn't as easy to come by as it used to be, and in fact it's got to the point that you can probably pick up a Morris 1000 unit with less trouble, and tune it for less trouble and expense.

Anyway, like it or not, there's going to be another Formula next year, although from what I hear, the present Formula will also stay as well - and certainly it should. So what's the new one going to be?

Frankly, I'm worried that if the top-liners that I have chatted to get their way - and they're probably able to throw more weight into the battle - we're going to be landed with a 1500 c.c. class.

In my opinion that means that many of you who race cars now, or who may be thinking of taking up Junior stock-car racing, can chuck it all in, because there are obviously people about who can, and will, put enough money into their racing to carry off all the spoils. So most of you will be left several laps behind without a hope in hell of winning a penny piece.

I have had quite a bit to do with all kinds of racing, and with the exception of the 750 and 1172 Formulas of the 750 Motor Club, everything else has been refined to such a pitch that you've got to own a private goldmine to take part.

You would do well to take a leaf out of the book of the 750 Club boys, who are still a bunch of people with more enthusiasm than money - and they're still a group of happy amateurs who can still go racing with 'home-mades'.

Basically my theory is this. Once you get into the 1500 c.c. class you make it possible for the man with a lot of money to go out and buy, off the shelf, an engine such as a twin-cam Cosworth/Ford which knocks him back several hundred nicker, which nothing that you could produce in the length of your lifetime would touch. Even given the protection of a clause that ready-prepared racing engines would not be allowed, I imagine that Jumbo Allen's job of stripping and inspecting every hot 1500 engine to determine whether it comes from a racing stable or from the private workshop of a wealthy enthusiast, would be completely impossible.

No one is going to say that the new Formula will be this way or that without bringing the present drivers into the picture, and finding out what they want. So it's up to you, and there's no reason to buy the 1500 line if *you* don't want it.

But now is the time to think seriously about it, and see just how closely the new formula will affect you; and to realise that it can quite easily end your stock-car racing days, if you let the decisions get out of your hands!

SO WHAT'S THE LIMIT?

There's little doubt in my mind that the limit should be 1350 c.c., so that everyone stands more of a chance. There should certainly be no age limit to the type of car or engine, as this is almost impossible to check either. Who's to say that a Morris 1000 engine is a 1959 or 1963 model, or that someone isn't using an 1100 engine made in 1965?

I say limit the c.c., and not the year. The clever mechanic can get just as much poke out of a 1000 c.c. Triumph Herald

engine that's a few years old, than a not-so-clever type can get out of a new 1200 Cortina mill.

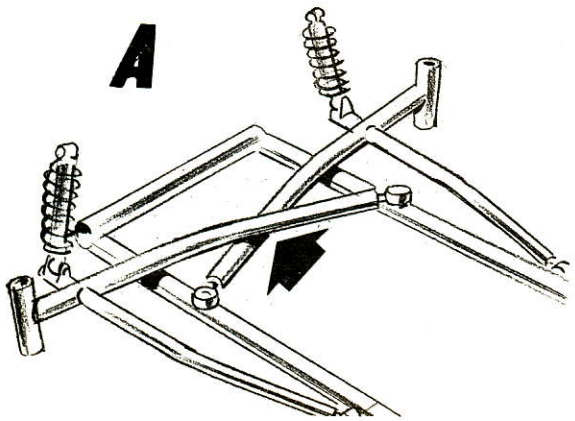
In any case here's another very important point, I think. Making a fairly low limit on the capacity makes for much greater competition between mechanics to do what they can with the engines. It's the competitive spirit that matters in things like this, where skill must be more highly regarded than money. Skill in the garage and in the pits, and skill on the track. With these two combined you must get good results.

I am prepared to say that given a good chassis and a Cosworth engine, even *I* could win some prizes. So what it boils down to is - so far as is possible, keep the influence of private money out of this sport. At the moment you drivers, and you alone, have the chance to keep or kill your own sport. The choice is yours, and it depends to a great extent on your engine-capacity limit.

AND WHAT OF THE CAR?

I like Hybrids. Here again, the ingenuity of the mechanic and the driver is given full prominence. I'm prepared to accept that under the present Formula, the chassis, engine and so forth, should come from the same car. It has provided a measure of control over stock-car construction that has enabled this Junior racing to get off the ground, and establish itself in a big way.

But now it's time for a change. By all means keep these regulations for the present Formula, but widen the scope of the new Formula, and you'll really see where the clever mechanics are. Whereas I am all for limiting the capacity of the engine to a low limit to ensure that the man with plenty of money cannot afford to *buy* himself an overwhelming advantage, I firmly believe that whatever is done to the suspensions and other mechanical bits of the car, can make little difference in the long run. After all, so much in stock-car racing depends on how the driver makes use of his car - so much depends on anticipation, quick thinking, and so forth - that the design of any particular suspension or other part is little more than academic.

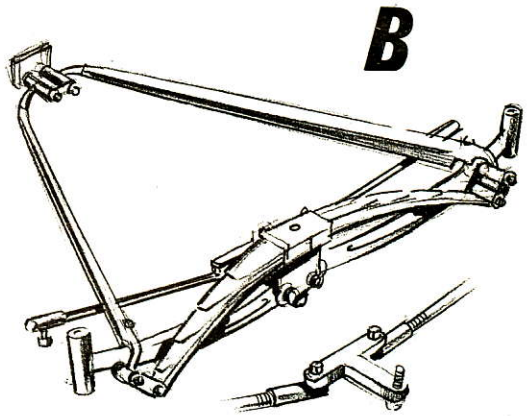


A GRENFELL SUSPENSION

Patented in 1952, this suspension has been used with success on several hill-climb, sprint, and Formula III (500 c.c.) machines, and has also found its way onto a T.R.2, and onto a special 3-wheeler built for Motorcycle Mechanics magazine.

It is called a transverse independent suspension, and the basis of the idea is that as each suspension is pivotted from the far side of the chassis, the cornering force transmitted along the suspension arm prevents the chassis from tilting. Also, the design prevents the inside wheel from lifting clear of the ground.

The suspension works very well, its only disadvantage being the space required for it, and the cranking of the beams necessary so that the two will not touch at the arrowed point.



B BELLAMY SUSPENSION

Designed before the war by Leslie Bellamy, and sold after the war to Ford 8 and 10 enthusiasts, the cornering ability bestowed on these small cars is fantastic, and they have been able to win many races in club events.

Basically the idea is to cut the original Ford beam in half and weld a trunnion onto the inboard end of each one, which pivot at a common hanger. The rear end of the tie-bar is also individually pivotted, and the steering is sectioned as well - just as you see in the inset.

The Bellamy suspension was used, in modified form, on the pre and post war Allard cars. It also allows you to lower and toughen the actual suspension for racing purposes, and it is thoroughly effective.

making 'em GO

Some of the fun of racing a junior stock-car must be in the preparation and experimentation - and from this can be learned a great deal that will be of use to the keen man later on. I think it would be a pity to prevent people from trying out their ideas. Also, seeing how other people's innovations fare on the track gives even more interest to mechanics, drivers and spectators alike.

INDEPENDENT SUSPENSIONS

Here are just two alternative suspension systems that can be made up, but which under the present regulations are forbidden. On the one hand you have the Grenfell transverse system, and on the other hand the Bellamy split-axle method which Allard used just before and after the war. They are fully described in the captions. Incidentally if anyone wants a Grenfell suspension built onto a chassis, it can be done by John Granville-Grenfell, South Road Works, South Road, Weybridge, Surrey - but naturally enough it's going to be cheaper to make your own.

Sufficient control can be exercised over the construction of hybrids by the drawing up of a few rigid regulations. For example there should be a *maximum length and width*, and for the sake of safety a *minimum weight and height*.

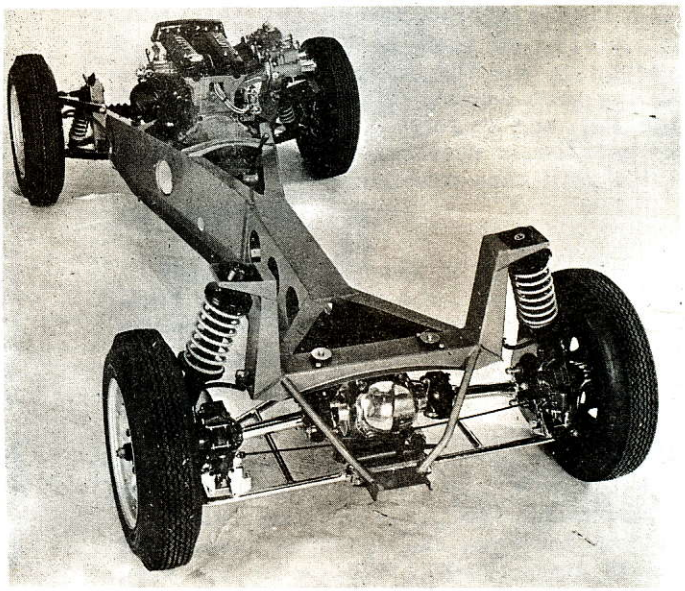
Certainly the present safety regulations must stay, and I think that it's necessary to pay a more than usual amount of attention to the security of body panels.

Hybrids are, because of the nature of their construction, liable to be rather loosely put together, and there would be some liklihood of bits and pieces flying in all directions. I suggest that it should be made compulsory for the entire body shell from the scuttle to the rear end, to be of one make, complete, and welded up. In this way it becomes a composite structure, with built-in strength, and nothing is likely to break loose and fly about the track.

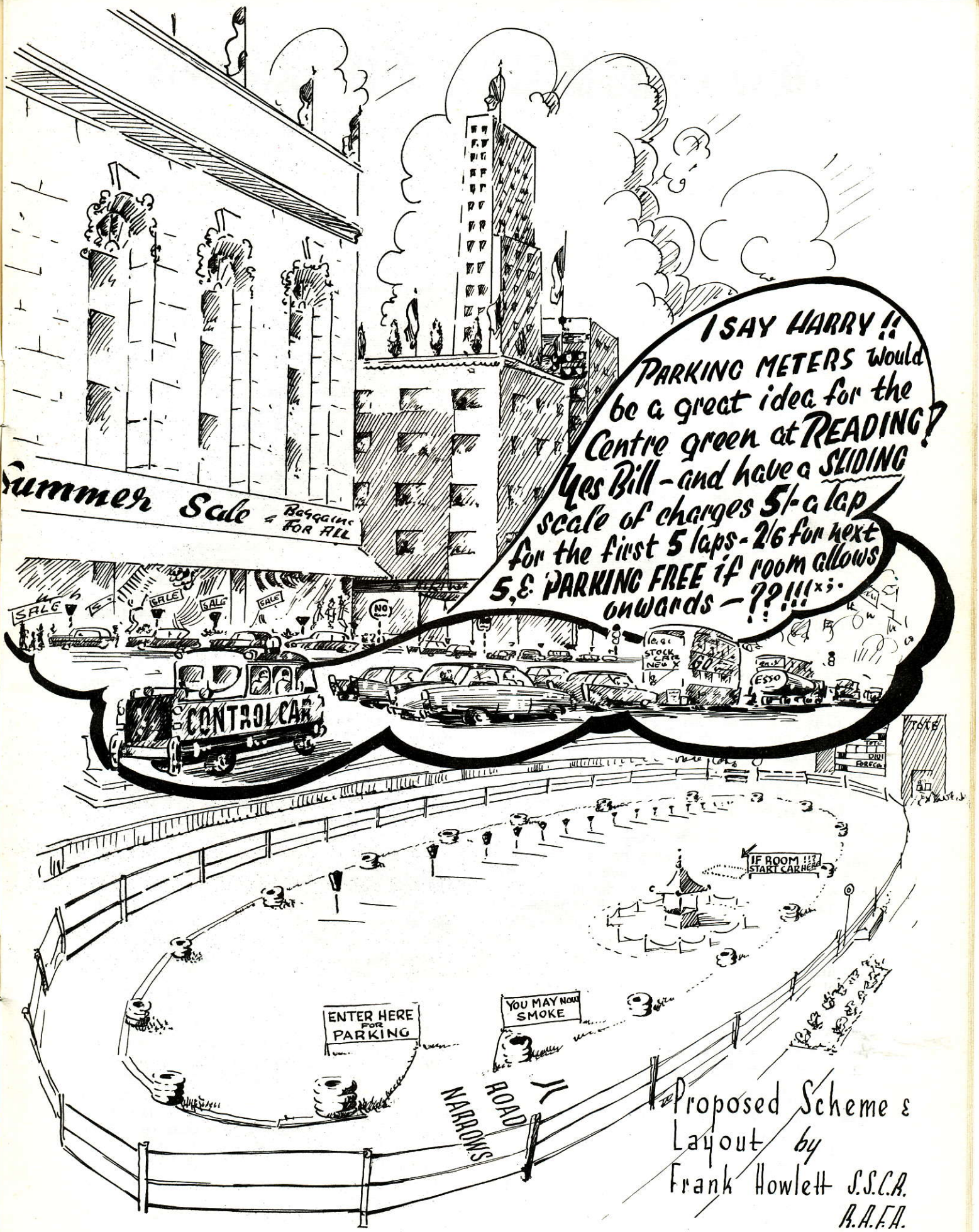
Naturally enough this could then be married to a bonnet of the owner's choice - but this in turn must be of one complete panel that is firmly secured by over-centre clips, or straps, so that it is not loose and likely to come off in a shunt. The frame (if it's separate from the body) should be one piece. But I am not saying that body, frame and bonnet must come from the same make of car. Nor do I think it is necessary to insist that various parts of the suspension, steering, and so forth should be of 'one-make', just so long as they are there to stay!

NEXT MONTH - NEW FORMULA?

So next month, just for the hell of it, let's draw up an imaginary formula and see what everyone thinks about it. Don't miss it, and remember that what we want is comments, criticisms, and suggestions. Then we'll use these as a basis for altering the proposal of our formula, and in the following month we'll print another one that's based on the first, but tailored to suit. So let's hear from you - quick like!



A new 1500 c.c. Formula could permit a wealthy enthusiast to use several hundred pounds worth of Lotus engine in his stocker - and rob the rest of us of a reasonable chance. A 1350 c.c. limit reduces the number of off-the-peg racing mills that could be used, and give the stocker mechanic more hope of competing.



Proposed Scheme & Layout by
Frank Howlett S.S.C.A.
R.A.F.A.

NEWS FROM O'ER THE BORDER

COATBRIDGE STADIUM SCOTLAND

Once again it is my pleasure to contribute news of Stock Car Racing here in Scotland and I hope the following articles will be of interest.

Gwen and I were delighted with the many letters received from so many of you after our first little write up in the July issue. We greatly appreciated all the good wishes sent us.

To our patrons who with their great enthusiasm for this sport of ours goes my appreciation for their continual support during the first half of the season, which unfortunately has been marred by more than our fair share of rain.

The alterations are now in progress at Coatbridge Stadium for enlarging the banking at the bends to give us a much bigger racing area and the reopening date will be announced in a later edition. We have been fortunate in obtaining the famous Cowdenbeath Football Club venue which is also used for Speedway racing and the first meeting there will be Sunday August 8th, and thereafter fortnightly. Two new Stadiums in Scotland in three months, not bad going eh?

Roy Cecil

SUNDAY 20th June 1965

Laurels Silver Cup Championship

Despite a cloudy morning everyone had their fingers crossed that the afternoon would turn out fine but alas the weather was at its worst the rain just belted down all the time the meeting was on, and in appreciation to those ardent fans who braved this downpour to watch the boys racing they in return gave their best, and what an exciting afternoon it was.

In the first heat Skid Rogers (69) from Dumbarton, Who had not been doing too well this season and had been downgraded to a Yellow Roof , took the lead in the third lap and although Walter Brown (6) from Dalmellington a Red Roof Star driver put up a gallant show he just could not overtake Skid.

Heat two saw the return of Ian McLelland (99) also of Dalmellington. This was Ian's first appearance this season but his reputation had carried over from last year, so as the starter dropped the green flag the whole stadium was agog to see what he would do today, for that motor of his looked a gem, and we were not disappointed. Inspite of it being his first outing on the track this season Man and Machine acted like veterans and his skill as a stocky driver was recognised by the cheers that greeted him as he took the chequered flag ¾ of a lap ahead of Bob McFarlane (74) of Glasgow, who also had a large field to weave his way through from the rear of the grid.

By the time heats three and four were due everyone was soaked to the skin, but nothing deterred anyone and in these two races the turnovers came fast and furious and both (69) and (99) were successful again in winning their respective heats.

So to the Final, 20 cars lined up for this, the big event of the day. Which of these two who had so thrilled us all in the previous events was going to come out on top, or would bad luck dog them and one of the other worthy qualifiers get that coveted first place? Well we were soon to know, right from lap 3 it was a question of which of these two, if their luck held, was going to make it, Ian (99) was in the lead with Skid (69) a close second, then on lap 8 Ian (99) got held up on the back straight by a couple of cars which were in trouble and Skid seeing his chance put his foot down and found a gap and raced through to take the lead which he held for three laps during which the excitement had reached fever pitch as gradually Ian was catching up on Skid and by a superb bit of driving overtook at the top bend forcing Skid to take it wide and once he got that lead back he held on grimly to it. With all the excitement the fierce struggle for the other positions did not go unnoticed and when Tiger Thomson (1) who had been in 3rd place from lap 5 was overtaken by George MacMillan (5) and Bill McLeod (4) 4 laps from home Tiger's fans were full of oh's and George and Bill had their fans yelling their heads off to see which of these two was going to be successful, which made this Final one of the best this season, for there were two tense dramas being fought out in one race. The final placings were as follows:

1st... 99 2nd... 69 3rd... 5 4th... 5 5th... 1 6th... 98.

Gwen Cecil

COATBRIDGE 27th June 1965

Once again the skies were overcast for the start of this meeting, but as the afternoon wore on the sun came through and most of the racing was to everyones' joy raced in brilliant sunshine, in fact it was the first time that the cloud of dust from the bends had ever been seen at this stadium, and as this track has a great resemblance to the Arlington Raceway, those of you who have experienced the tense thrills and excitement that goes with the anticipation of what is going to happen as the cars hit the bumps at the bends know that as the dust rises and the roar of the cars as they throttle back and then race forward, gives that added thrill to this already great sport of ours. So in a way the Arlington fans can appreciate to the full extent the great racing that is enjoyed at Coatbridge.

Heat one saw Skid Rogers (69) take the chequered flag, but there is no knowing what would have happened if Ian McLelland (99) had not hit the fence and damaged his car in the 2nd lap, but from lap 5 Peter Dent (9) a Star driver did all he knew to pass Skid but oh boy would Skid give an inch? Not on your life he just doggedly stayed there in front and defied all Peter's efforts to pass him, so after keeping everyone holding their breath Peter only managed to make the second place with (74) also a Star driver making third position.

Heat two. This was a race to see to believe for White Roof Derek Gowan (37) from Glasgow raced as if a troop of the enemy's cavalry was behind him, right from the drop of the green flag and although Bill McLeod (4) raced brilliantly after starting from the rear of the grid he could not catch Derek. Walter Brown, another Star Driver, also put up a great show to finish third. It was a pity that Sid Kennedy (160) had trouble with his engine for he held second place for nine laps, when his speed seemed to slacken.

Heat three. Peter Dent (9) turned the tables on Skid Rogers (69) in this heat. By a clever bit of driving he got past Skid on the top bend on the 6th lap and stayed in the lead to take first place, and then to everyone's amazement Skid misjudged the same bend again and that very consistent driver Gavin Paterson (25) passed him and took the second place away from him.

Heat four. Once again Derek Gowan shot like a bolt out of the blue at the drop of the green flag and won yet another heat. This time Sid Kennedy kept his second position.

The Final. Well by the time this had arrived the tenseness of drivers and fans alike could be felt all round the stadium and as the cars lined up on the grid, the question was, could Star driver Peter Dent push his way through the field to catch this very speedy White Top, Derek Gowan, or could Skid get out there in front and stop the rest of the field from passing him? The answer was not long in coming, lap 7 saw Derek Gowan (37) hit the fence on the far straight; that was him out of the way, then Walter Brown (6) in the same lap turned a complete somersault on the top bend, but there he was after that spill landing on four wheels and racing again; this however lost him valuable places which he never regained. By this time the first three cars were fighting one of the greatest duals seen here. George MacMillan (5), Peter Dent (9), Bill McLeod (4), with Tiger Thomson (1) narrowing the gap, the excitement grew to fever pitch as lap after lap these cars juggled for positions but George MacMillan took the chequered flag a worthy winner. The final placings were:
1st... 5 2nd... 9 3rd... 4 4th... 1
5th... 160 6th... 131.

Gwen Cecil

COATBRIDGE Sunday 4th July 1965

1st of the July Golden Awards

This was the first of the July Golde. Awards meetings and the sun shone, if only very weakly, this was quite something this year.

As the winner of the final would win a much sought after Golden Award Trophy the competition on the track in the heats to qualify for the final was greatly increased.

Heat one got off to a flying start with David Barclay (83) from Dalmellington taking a convincing lead only to turn himself over in the 11th lap. Walter Brown (6) also from Dalmellington who with his usual iron nerves and taking more than a fair share of risks took over the lead and by forcing his way through the tangle of crashed cars collected the chequered flag despite a strong challenge in the last lap by George McMillan (5) of Stepps.

Heat two. Peter Dent (9) from Champany, the West of Scotland Champion, left the rest of the field far behind in a cloud of dust to romp home winner with Bill McLeod (4) from Edinburgh taking second place. A nasty dip had developed in the track at the first bend and crashed cars had somewhat slowed down the remainder of the cars. Needless to say this dip in the track gave the fans the added excitement of thrills and spills they so enjoy in this sport.

Heats three and four were no less exciting the winners being Ian McLelland (99) another Dalmellington driver and Derek Gowan (37) from Glasgow.

The Grand Final. For this there were 18 Qualifiers all with one thought in mind, the chequered flag and trophy. The race got off to a cracking start and at times the rising dust on the bends almost hid the cars. The first bend was still giving trouble and Peter Dent, one of the favourites to win, crashed his car trying to pass an opponent. The last 4 laps saw three cars battling for the lead, Walter Brown (6), George McMillan (5) and Skid Rogers in car 69, and right up to the last 15 yards it was any of these three's race. It is still being debated whether a bunch of slower cars on the second bend stopped George McMillan from taking the lead from Walter Brown. Nevertheless it was a popular win for the fans could hardly restrain themselves from invading the track before the rest of the field had completed the racing, but as he received his trophy he was mobbed from all sides and all he must have seen was a mass of extended hands hold-out pencils and programmes wanting his autograph. Bunty, his wife, was so full of excitement she was doing a sort of war dance holding aloft the trophy, "a replica of a stock car on a stand", for everyone to see. All in all the atmosphere here at Coatbridge for enthusiasm and tense, exciting, skilful racing was in my opinion second to none.
Final placings were as follows:
1st... 6 2nd... 5 3rd... 69 4th... 37
5th... 54 6th... 21.

continued on page 24

NEWS FROM O'ER THE BORDER

Continued from page 23

COATBRIDGE Sunday 11th July 1965

The 2nd of the July Golden Awards

What a day to wake up to. Overcast skies, teeming rain and not a break in the clouds to be seen anywhere, after taking one look at this ghastly sight, Promotor Roy, frantically tuned in the wireless to get the weather report for the day; this did nothing to help, for it promised no change in the outlook, and as he shaved himself with a doleful face I wondered if in his despair he might let the razor slip?? All I could get out of him was "It looks as if we will have to cancel". When I said, "You know how enthusiastic and staunch the fans are up here", the only reply I got was, "I don't know, it's asking a lot of them and the track might be too bad for the boys to race on!"

As the time of the meeting approached and the stockies began to arrive the car park also started filling up as car after car followed each other in and unloaded sending families racing to the turnstiles to get in. Then with a fair crowd packing the stands and a very muddy track the meeting began.

As one heat after another was raced, the mud bespattered drivers and cars were hardly recognisable as they slithered their way round the track often facing the wrong direction, but to those ardent fans who had braved the elements nothing deterred the yells of encouragement to their favourite driver. At the end of each heat, the steam from the radiators looked as if the kettle was boiling on the kitchen stove.

When the final was at last reached, the survivors that had qualified, were only 17 and as the green flag dropped James Davies (150) from Easterhouse, Glasgow, and David Ure (122) also from Glasgow, got off to a flying start to show the rest of the field a clean pair of heels and David was leading for four laps when his engine developed trouble leaving the way clear for James Davies racing with a controlled skill that had to be admired, nearly a lap ahead of his nearest rival, who happened to be that diehard Tiger Thomson (1) from Armadale, who had by six laps from home passed all cars after starting from the rear of the grid by a show of supreme driving, the only elusive car being that of James Davies, and as the race ended the gap between the leader had been reduced to half a lap. As the proud driver (50) collected his trophy, he was almost breathless - it was his first ever win of a final and the tall trophy with the golden Victory Figure was lovingly cradled in his arms as he took the lap of honour to the cheers and hand clapping of the crowd.

To every driver who raced on the circuit for this meeting, and one and all put up a fine show, our appreciation cannot go unrecorded.

Gwen Cecil

SPOTLIGHTING DRIVERS

Skid Rogers (69)

Garage owner from Dumbarton. Skid was born, though, in Brecon in South Wales and emigrated to Bonnie Scotland 15 years ago and now considers himself a Scot. He is married and has a daughter of 18 years.

He has been stock car racing for 11 years, he used to drive Formula 1 cars, that was before the Formula 11 stockie was raced on the stock car circuit, and appeared at the first ever Stock Car Meeting held in Scotland, which was held at the then Motherwell Race track.

Tiger Thomson (1)

Now this man is a true Scot and one of the veterans of Scottish Stock Car Racing and the pride of Armadale his home town. Tiger is a garage proprietor and for the last two years a qualifier for the World Championship.

His do-or-die tactics on the track have not always made him popular with his rivals but the spectators are always assured of tense excitement when Tiger is out there on the prowl, so much so that for a long time he was billed like that rough character of wrestling fame, Mick McManus, "THE MAN THEY LOVE TO HATE".

Bill McLeod (4)

Edinburgh bred and born and proud of it. Bill also is the owner of a garage in Edinburgh and has been Stock Car Racing the Formula 1 and Formula 11 for the past 11 years, travelling on many occasions to England to participate in this sport which is now his first love, having forsaken the Motor Bikes, for he was a well-known Speedway Rider before the stockies became number one with him. He is also the current European Champion. This honour was won by him at the White City Stadium Glasgow in October last year.

SCOTTISH POINTS CHARTS

RED ROOFS		BLUE ROOFS		YELLOW ROOFS		WHITE ROOFS	
Car No.	Pts	Car No.	Pts	Car No.	Pts	Car No.	Pts
5	143	74	61	39	23	130	5
4	111	98	55	38	20	13	4
9	108	37	46	161	17	148	4
69	102	146	46	67	16	31	3
6	89	99	39	30	15	48	3
1	80	131	34	89	15	52	3
56	76	83	31	150	13	77	3
29	71	54	28	36	12	7	2
25	69	2	25	10	11	15	2
92	66	21	25	47	10	27	2
		160	24	137	10	34	2
				16	8	41	2
				73	8	75	2
				53	7	46	1
						122	1

6, Dansfield Terrace,
Westham,
Pevensey,
Sussex.

6.7.65.

Dear Mr.Cecil,

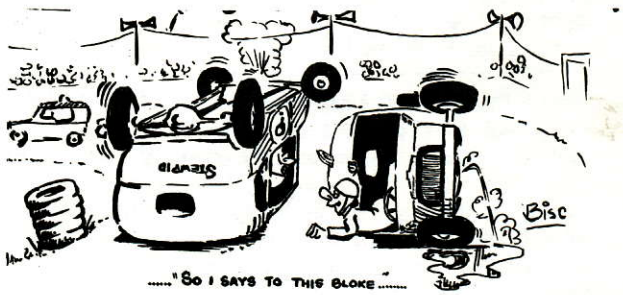
I have just received the July issue of the "Stock Car Journal" and was interested to read that stock car racing is now taking place at Coatbridge Stadium. From the advert. on page 3, I see that there is a meeting on July 11th, and I would be grateful if you could forward me a programme of this meeting and also of previous meetings if any are available. I presume that Coatbridge has taken over from the Glasgow (White City) track.

I have followed stock cars since 1954, and I saw the first meeting in England at New Cross in April of that year. I saw the first Formula 11 meeting staged by Mr.Les Eaton at Eastbourne in June 1961 and now of course Spedeworth are the largest promoters in this country. Three of your Scottish drivers, Tiger Thomson, Peter Dent and Bill McLeod and three Dutch drivers competed at Eastbourne in an international event on June 6th.

May I take this opportunity to wish you every success with your promotions in Scotland this year and look forward to reading reports of these meetings in the journal.

Dennis R.Hoare





TRACK CHAT

READING, JULY 20th -
WORLD CHAMPIONSHIP (Qualifying Round)

After a lay off for some weeks, it was hoped that the attendance at Reading would be vastly increased. However, the weather man took a hand, and while the track itself escaped the rain, the surrounding districts had more than their share, and this was enough to effect the attendance.

As only the first two cars home in the Final qualified for the World Final, the racing was keen, and therefore it was surprising that there were no spectacular turnovers all night. When, as on one or two occasions a number of stockies got tangled up, it was not long before they were back in the race again. This fact gives the impression that some of the drivers were holding off, which has been said of Reading before now.

White Top driver Muzzy Muskett drove well in the first heat, and almost, but not quite succeeded in holding off star man Denny Pearson. Denny, however, was on the top of his form, and "pipped" Muzzy on the last knockings.

The second heat was a clear cut victory for the old "silver top" himself, Eric Taylor. "Kinky" Roy Wood was getting awful close in the final stages, but on the last bend from home, just as he had got within striking distance of Eric, he got mixed up in a barrel jumping act, and lost all interest in the proceedings.

Denny Pearson repeated his performance of the first heat, when he led the way round in heat three. Don Mason was the only driver to get near enough to worry Denny, with Pete Parratt taking third position.

Ken Etwell took the fourth heat, once again Roy Wood was breathing down the neck of the leading car. Roy made it this time with a good second place.

In the final, Denny Pearson was the first star man to fight his way through the field, and was lying third at the end of the third lap. He took the lead in the sixth, having passed John Astley and Muzzy Muskett. Don Mason was well in the picture until forced to retire in the eighth lap, and at the half way stage Denny was leading from Roy Wood, Pete Parratt, Steve Tanner and Muzzy Muskett. On the nineteenth lap Parratt lost control at the end of the home straight,



and ran foul of a couple of abondoned cars, and the final places went to Denny Pearson first, Roy Wood second, Steve Tanner third, Muzzy Muskett fourth, John Astely fifth and Jim Payne sixth.

Michael Andrews

NEW CROSS AND YARMOUTH
JULY 16th.

On Friday July 16th, Spedeworth promoted two simultaneous meetings, one at New Cross in S.E.London, and the other at Yarmouth, that lively go-ahead East coast resort.

Duty called me to the London raceway, and I had to give my weekly visit to Yarmouth a miss, but from all accounts the meeting was a cracker. It seems that every week sees an improvement here, in everything but the weather, and that the Anglian drivers are really finding their feet on this tarmac' raceway. Until racing was started here at the beginning of this season, they were at a distinct disadvantage to their Southern colleagues who have experienced racing on this type of surface at Reading and also at Aldershot, 'though at this latter track the surface is not nearly as smooth. Unless the Anglian driver was prepared to travel, and this is not possible for many of the lads, their racing experience was restricted to the shale of Foxhall Heath and Norwich.

After four exciting heats, the first of which was won by Sid Orford, the only Yellow Grade driver yet to have qualified for the

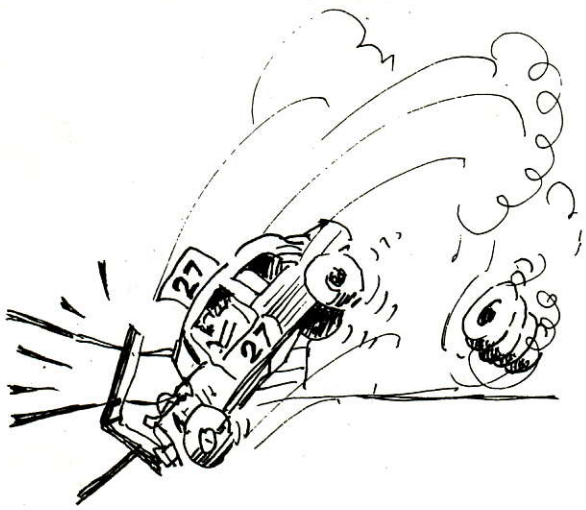
Final of the World Championship meeting, the second and fourth by Pat Frost who seemed set for the one, two, three, and the third by Chris Studd, another World Final qualifier, and the only star man to win a heat, the final gave every promise of being a real nerve wrecker.

Norman Crowe was the first star man to fight his way through the field, and he went into the lead in the tenth lap and there he stayed 'til the end. Strongly challenged by Trevor Frost and brother Pat, and also until two laps from home by Chris Studd. Final positions were, first Norman Crowe, second Trevor Frost, third Pat Frost, fourth Trevor Blyth, fifth Skid Parrish and sixth Stan Ingle. Stan it seems, was not on his best form.

At New Cross, extensive re-laying of the tarmac on the bends, has resulted in an obvious improvement in the racing. With much faster speeds now possible, the boys really went to town. Don Mason treated himself to a "gala" night, and he was well supported by stable-mate Trevor Carpenter. Don took first place in both his heats and the final, while Trevor won his first heat got a fourth in his second, and came second in the final. Ginger Payne led the way home in the remaining heat.

Misfortune struck at World Champ' Eddie James in the second race of the night, when three laps from home, he lost control on the bend and was catapulted off the safety fence. Eddie finished up in hospital having stitches put in his leg. Well on the way to recovery, Eddie hopes to be racing again in no time at all.

The Final was one of the fastest races I have seen for some time. Don Mason took the lead in the thirteenth lap, and it was obvious from then on that no one else could live with him. Trevor Carpenter came up into second place on the twentieth lap, passing Brian Edwards who ran into trouble two laps later, and lost interest in the proceedings. Pete Parratt and Steve Tanner filled third and fourth positions with Rod Goodwin fifth and Aubrey Dance sixth.



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STAR of the month

by Katrina

This month's **PERSONALITY** PARADE features Pete Parratt, driver of Car No. 86. Pete, who lives in Farnham, was born on 15th of February under Aquarius, and as befits a member of this progressive Sun-Sign, is one of the "Red-Roofs". He took up Stock Car Racing 4 years ago, an event incidentally, which coincided with Jupiter's entry into his Sun-Sign of Aquarius. In 1963 he was up-graded to Red-Top, a status he has held ever since.

On compiling Pete's natal chart, I was struck by the number of planets in "opposition" to each other, an indication that Pete has had to strive hard to get where he is today. Opposition aspects mean just what they say - that a person can expect much opposition in their life, especially with regard to achieving pet ambitions. Additionally, these influences affect the temperament to quite a degree, making for great sensitivity and, at times, impatience with other people's shortcomings! Overall, however, I would say that Pete's solar horoscope reveals an extremely intelligent and "with it" personality, and one who is destined to make a success of anything he undertakes.

Now to the year ahead. From mid-September to October, 1965, there are promising indications that Pete will be offered some increased benefit from his job. It could be monetary or by way of assuming additional responsibilities, but whichever way it manifests, he will gain by it. As regards Stock Car Racing, next year's season should find Pete Parratt in peak form, and a very likely contender for the top honours in this very exciting and popular sport.



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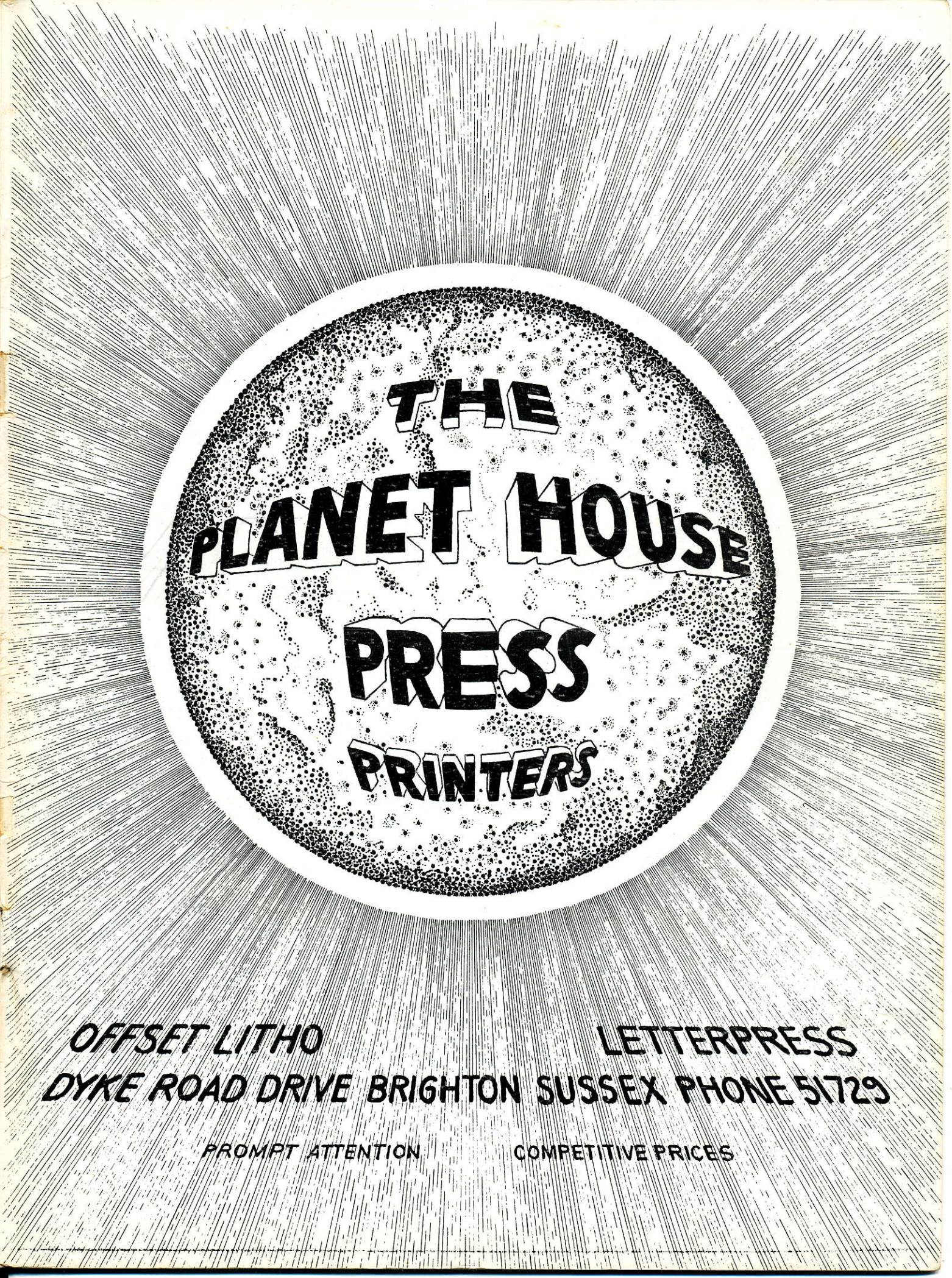
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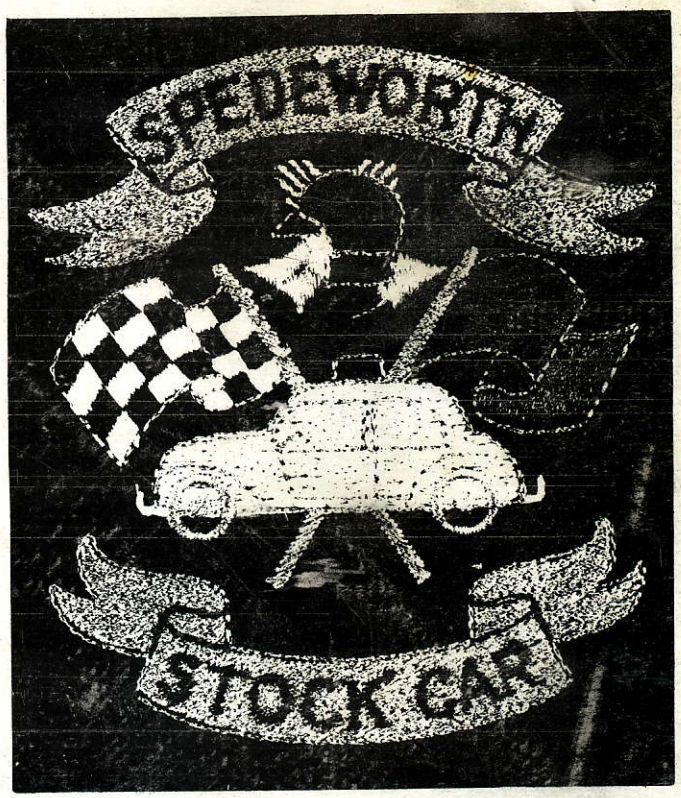
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